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Communications.

OBITUARY NOTICE OF COMMANDER W. E. McKENNEY.

When those we have known in the intimate associations of the steerage or wardroom are suddenly called away in the bloom of their manhood and usefulness, the feelings receive a shock but little inferior to that which we experience when called to mourn the premature loss of one whom nature has bound to us by the strong ties of blood. The close contact of shipmates with each other, the separation from the rest of the world, and the dependence which they necessarily feel upon each other for the agreeable occupation of the constantly recurring intervals of leisure in their professional life, and the gratification or disgust which daily and hourly is called forth by the amiable or unamiable qualities of those with whom we are so closely associated, and who are perpetually within a few feet of us, all tend to render the character of our shipmates, on a distant cruise, of a consequence to us of which those who have made an occasional passage across the ocean can have but a faint idea, and those who live on the land can know nothing.

They, who have enjoyed the happiness of being professionally associated with the noble fellow whom the Navy has been so recently called to mourn, will readily admit how eminently he excelled in all the qualities which on ship-board inspire respect, attachment, and love. We could wish that the necessary materials were within our reach to present such a detailed sketch of the life of our departed shipmate as would do justice to his character, and the reverence in which we hold it. In the absence of such materials, and with the hope of prompting others who may have the means within their reach to recur to the theme, we will briefly sketch such events in his career as have dwelt in our memory.

WILLIAM E. McKENNEY embarked in the service, as a midshipman, during our war with England, on board the U. S. ship *Hornet*, under the command of Captain JAMES LAWRENCE. This first cruise was made at a very early age, but not too early for him to evince, in the brilliant action in which the *Peacock* was taken, that reckless yet modest heroism which subsequently marked his character. It was, doubtless, under the training of the skilful and gallant sailor, in whom it was his good fortune to find both a commander and a friend, that he acquired the first rudiments of that professional skill and tact for which he became so distinguished.

On the return of the *Hornet* from her successful cruise, he passed, with Captain LAWRENCE, to the Chesapeake, and soon after, in the bloody engagement with the *Shannon*, had the misfortune to see his friend and patron struck down at his side by a shot which, at the same time, deprived our flag of victory, and the Navy of one of its noblest ornaments. It is known that the Chesapeake, in consequence of the loss of LAWRENCE, and the severe wound of LUDLOW, the first lieutenant, was lost control of, and fell on board the *Shannon*, from which she was boarded by Captain BROKE, and the strength of his crew, before the boarders could be ordered up from the main deck to repel the enemy. McKENNEY was among the few on the quarter-deck to make a show of resistance to the overwhelming rush of the enemy. He was trampled under foot, and, amidst the merciless slaughter, which took place in the flush of victory, a generous British seaman, catching sight of a slight lad, at that time not more than twelve or thirteen years of age, struggling to rise from among the bodies of the slain and wounded who had fallen over him, for a moment

stayed the cutlass which he was wielding, and lifting the boy with his left hand by the collar of his jacket, held him down one of the hatches, and swung him on to the main deck, uttering, as he let him go, the good natured reproof for his presence amid scenes so unsuited to his age—"get out of this, you brat!"

McKENNEY was not exchanged in season to take further part in the events of the war. During our brief struggle with Algiers, immediately after the close of the war with England, he served on board the *Guerriere*, under the immediate command of DECATUR, and ere the cruise was up won the regard and kind feelings of that chivalrous officer. At the early age of eighteen or nineteen years, he was commissioned as a lieutenant, and served for many years as first lieutenant of the *Enterprise*, under the command of Captain LAWRENCE KEARNY. During a long, arduous, and most successful series of cruises against the pirates of the West Indies, a warm and affectionate attachment grew up between these two distinguished officers, having its foundation in a sympathy of tastes, feelings, and character.

McKENNEY was subsequently employed in the Ontario on the Mediterranean station as first lieutenant; and, at a later period, in the *Brandywine* on the West India station. While on this cruise, he had the misfortune to lose his wife, to whom he had been but a few years married. He received this information on his arrival in the United States, at the close of the cruise, which he had fondly hoped would have left him once more happy. His messmates, whom he had warmly attached without striving to do so, or sacrificing one tittle of what was due to the discipline of the service, which it was so eminently his duty as executive officer to maintain, and each of whom felt for him something warmer than friendship, though unwilling to obtrude personally upon those feelings with which he was about to return to his bereaved home, could not, at the moment of separation, permit him to depart without a unanimous testimonial, briefly expressive of their sense of his kindness and their deep sympathy in his misfortune.

McKENNEY's high reputation as a first lieutenant, and the great value justly attached, in the service, to the successful performance of the responsible duties which belong to that station, soon led to his being again ordered to sea in the frigate *United States*, destined to the Mediterranean. On the removal of the flag to the Delaware, he accompanied Commodore PATTERSON as flag lieutenant; and, on the return home of the ship in which he had gone out, he took passage in her as a supernumerary.

After a short respite from duty, he was ordered to the brig *Dolphin*, as lieutenant commanding, and proceeded to the coast of Africa, where he lost several of his crew, in consequence of the season of the year in which his visit was made, and his own health suffered severely. Soon after his arrival on the Brazil station, where the *Dolphin* was destined to cruise, he received his commission as a commander, and was transferred to the sloop *Erie*, in which ship he returned to the United States in 1837. In the following year he was ordered to the West India station, in command of the *Ontario*, from which he returned as an invalid a few months since, worn out by the length and constancy of his services, from boyhood up, in the various and unwholesome climates that our cruisers are led to in the necessary protection of commerce. On the 24th August, his shattered frame yielded up as noble and true a spirit as ever animated the frail dust of which we are made.

As an officer, McKENNEY stood almost alone in the peculiar faculty which he possessed of commanding

at once, in an eminent degree, the respect and attachment of all who approached him. To his superiors, he always testified a respectful, obedient, and subordinate spirit; in his intercourse with his equals, he united the characters, not always identical, of the thorough good fellow and perfect gentleman; from his inferiors, he received a prompt, willing, and respectful obedience, an obedience which would have been scrupulously exacted, had there been any disposition to withhold it; but which, in his case, was ever the voluntary offering of love. Love is a soft word in a sailor's mouth, and one not often heard on board ship; but the feeling was one that few were stern enough to withhold from MCKENNEY. With the firm determination to exact from sailors, on all occasions, all that they owe to the ship they sail in, and the flag they serve under, he had yet a constant solicitude to secure to them, as a matter of duty on his part, and not of right on theirs, all that usage allows them in the way of comfort and indulgence; and he ever evinced a true and generous sympathy with those old salts, upon whose confidence and attachment the sea-officer must ever be dependent in the hour of peril, and by which he must win his glory.

No first lieutenant ever had a truer sense of what is due to a commander. In practice, he acknowledged the principle that, where the responsibility was, the authority should be also. Instead of arguments, "Aye, aye, sir!" was his single answer to every order; and the execution followed with the rapidity of thought. Thoroughly imbued with the practice of every thing that belonged to his profession as an officer and as a seaman, his duty was performed in the best possible manner, yet carelessly and without exertion. As a disciplinarian, perhaps, his system was wanting in sternness; but it was because the singular control which he had over the affections of those who were under him, enabled him to dispense with it. In this respect, therefore, he would form a good model only for those who were in all respects like him. It was in the skilful and rapid handling of a ship that his brilliant seamanship was most conspicuous. Others, of a more juvenile age, who had learned their mite in observing his practice, might excel him in the now widely extended accomplishment of "talking rope;" but place him on a gun, or by the helm, with a ship to handle, under any circumstances however difficult, and while the ear was pleased by the clear melody of a voice, which however rapid uttered no superfluous word, the practised eye beheld with pleasure the alacrity with which hundreds obeyed the orders which each felt to be appropriate; and the gallant ship, as if conscious of her skilful mastery, obeying with more than the docility of something animate.

In resuming the character of MCKENNEY, we will only say, what the foregoing remarks indeed render obvious, that his intellect was vigorous, discriminating, and intuitive; his character, remarkable for its pureness and singleness of purpose, energy, and latent strength, not offensively obtruded on the surface, but ready to show itself when occasion required; and his heart, quickly responsive to every true and generous impulse. Such was MCKENNEY, and though his society is now lost to his friends, and his services to the Navy, a bright example yet remains for envy and imitation.

A. S. M.

AUGUST 29, 1839.

THE FLORIDA AND MAROON WARS.

Notwithstanding the recent reported avowal of several of the Seminole chiefs that the late massacre on the Caloosthehatchee was not sanctioned by them, prudence dictates that measures should be immediately taken to bring the Florida war to a termination. Experience has sufficiently demonstrated that no reliance can be placed upon the good faith or promises of the Indians; that they have repeatedly violated their most solemn engagements; that they have committed acts of barbarity and wantonness, which place

them beyond the pale of civilized warfare, and justify the use of every means for their extinction which Providence has placed within our reach. No sound principle of philanthropy or justice will be violated by the adoption of a method, used in a parallel case, to drive the barbarians from their fastnesses and retreats, and restore the peninsula of Florida to tranquillity and peace.

I allude to the employment of *dogs*, by means of which the English were enabled to conquer the Maroons in Jamaica, and without which, it is not unreasonable to suppose, the war against them would have been continued to this day. I have seen several allusions to that war in your valuable paper, but no account sufficiently detailed to afford any thing like an adequate conception of it. As I have possessed myself with the principal facts relating to the Maroon war, and as the subject seems eminently worthy of the attention of those who conduct our relations with the Seminoles, I will beg you to lay them before your readers.

In the year 1665, when the English conquered Jamaica from the Spaniards, about 1,500 slaves were set at liberty. Instead of joining the English, the greater part of these negroes retired to the mountains, from whence they made incursions into the plantations to pillage, burn, and murder, wherever they found property or persons unprotected. Their numbers were enhanced by natural increase, and by the addition of run-away slaves, great numbers of whom came, from time to time, at the instigation of the Maroons, to join them. From the first the English put in practice the most vigorous measures to expel them, but in vain. Overtures were repeatedly made to them, and pardon and rewards as often offered if they would surrender. *At first the Maroons invariably listened to the offers of peace*; but as soon as they obtained a short respite, replenished their stores, and prepared new retreats for their women and children, the massacre of some unwary detachment of soldiers, or the pillage and burning of some plantation or settlement would be the signal for the renewal of hostilities. The plan of sending bodies of troops against the Maroons, without establishing permanent posts in the neighborhood of their favorite haunts, was continued for nearly fifty years. It was found impossible to subvert these forces beyond a certain short period, and consequently, notwithstanding the unheard of hardships they endured, their expeditions were generally fruitless. There is no way to account for the English continuing this mode of warfare as long as they did, except upon the supposition, that hopes of the speedy termination of the war were often indulged, and as often disappointed, among the people of Jamaica as among ourselves upon the subject of the Florida war.

At length a new system of operations was adopted. Several defensible houses, or barracks, fortified with bastions, were erected near all the favorite resorts of the Maroons, and roads of communication opened between them. These posts were well supplied and garrisoned, partly by negroes, well trained, and the commanding officers instructed to send out detachments in every direction to scour the country, destroy the provision gardens and haunts of the robbers, and, to ensure success, each party was directed to take 20 days provisions. "Every barrack was also furnished," adds the historian, "with a pack of dogs, provided by the church wardens of the respective parishes; it being foreseen that these animals would prove extremely serviceable, not only in guarding against surprises in the night, but in tracking the enemy."

In the year 1737, two hundred Mosquito Indians were taken into the employment of the English. These Indians entered with zeal and spirit into the interests of the English, and displayed so much sagacity, that their exertions, joined to the judicious measures above detailed, brought the war to a close in the next year, upon the following terms. The Maroons were allowed full pardon for past offences, and the

secure and unmolested possession of 2,500 acres of land on the island; 1,500 acres in one body, and 1,000 in another. They were to be governed by their own chiefs, and allowed to inflict every kind of punishment upon members of their own body except that of death. They were afterwards allowed three pounds per head for the capture of run-away slaves and to hunt at discretion among the mountains of the island.

The proceeds of the chase and the allowance for the capture of slaves enabled them to live without labor, and to indulge in those pursuits most congenial to their habits and tastes, and best fitted to perpetuate those qualities and dispositions which had heretofore rendered them the scourge of the island.

The Maroons were kept in tolerable subjection until the summer of 1795, when two of them, having been detected in stealing pigs, were whipped by the black overseer of negro paupers. They resented this as an insult, not so much on account of the punishment itself, as the manner in which it was applied; and forthwith the whole body rose in arms. They sent their emissaries among the slaves of the plantations, to entice them away, secreted their women and children, and prepared for action. The movements of the English were delayed at first on account of the reliance of the authorities upon the *good faith* of the Maroons. And when, at length, Lt. Col. Sanford, with a detachment of regulars, was sent against them with specific instructions to co-operate, &c., he allowed his ardor to overcome his regard for orders, and pushing forward, fell into an ambush, and was killed, with a large portion of his command. At the announcement of this failure, the Governor issued a proclamation, declaiming against disobedience of orders, and proving that rashness and cowardice were equally reprehensible.

The successor to Col. Sanford was Col. Fitch, an officer of the highest promise, activity, and prudence. Col. Fitch, however, notwithstanding his high merits, and the lesson he had received in the fate of his immediate predecessor, also fell into an ambush, and was killed, with the most of his men.

The third officer selected to conduct the war against the Maroons, was Brig. Gen. Walpole, a man of the very first order of talents. Gen. Walpole was liberally supplied with means, and he displayed such vigor and activity, that in a short time he had hemmed in the Maroons upon a narrow extent of territory, *the most impracticable of any in the world, but which was destitute of springs or streams of water*. The only resource the barbarians had to appease their thirst, was the deposits of water contained in the leaves of a species of pine that grows in some parts of the island of Jamaica. The Maroons, however, still held out.

At last it was determined, after a long debate in the General Assembly of Jamaica, to employ *dogs* in the war against the Maroons. Accordingly, an agent was sent to Havana, and shortly returned, bringing with him 100 dogs, and about 40 hunters to manage them. The dogs were of the bloodhound species, used in Cuba in hunting wild cattle. They are represented as being about the size of the English shepherd's dog, with nothing at all extraordinary in their appearance. But as soon as the dogs were landed, the news was carried to the Maroons, with such exaggerations as filled their minds with the most terrible apprehensions. They were represented as being invulnerable and irresistible, fierce, and bloodthirsty beyond expression; and such was the effect of these supposed monsters upon the minds of the Maroons, that they immediately surrendered, in a body, upon the sole condition that their lives should be spared. The dogs were kept in the rear, and not a single one of them ever let loose!

The number of the Maroons, at this final surrender, amounted to only 600. They were sent to Halifax in the summer of 1796, and comfortably provided for; but the severity of the ensuing winter, it is understood, destroyed the most of them.

Between the Maroons and Seminole Indians there is a great degree of similarity in most respects. The Maroons excelled the Indians in bodily strength, and were equal to them in activity and endurance. They both possessed the same quickness of vision and hearing, and were equally indifferent to what they ate and drank. In cunning, treachery, cruelty, and the barbarous art of mutilating the dead and torturing their prisoners neither excelled the other, and both are without rivals.

The whole island of Jamaica contains a surface of only 5,520 square miles, while the area of the Peninsula of Florida is equal to about 50,000. Jamaica contains a population of over 400,000, while Florida is nearly destitute of population. The fertile and highly cultivated lands of Jamaica afforded to the English ample supplies for their troops within a few miles of their operations; while the wilderness of Florida is incompetent to the support even of the few people who inhabit it, and nearly every article of supply consumed by our army is carried to it by sea. The country occupied by the Maroons is high and healthy, and the English had nothing to contend with but the difficulty of penetrating the mountain recesses. The country held by the Seminoles is, in many parts, equally impracticable, while its climate, during seven months of the year, innocent to the savage, is deadly to us. The Seminole finds an unfailing supply of provisions in every hammock, lake, and stream in his country, while the Maroon was obliged to depend for subsistence upon the precarious results of pillage and the chase. If, with all these differences in favor of the English, the Maroon war was protracted to nearly 75 years, at vast expense and the loss of numerous lives, why should we wonder that the Seminole war has continued four, or if it should continue fifty years longer, unless we adopt some new mode of operations to bring it to a close?

My object in this communication is principally to show how much benefit was derived in the Maroon war from the use of dogs, and to suggest to the War Department the propriety of turning its attention to similar means in the prosecution of the war in Florida. I might deduce facts from the ablest writers on Ethics and International Law, to prove that the employment of these animals against the Seminoles, who have been guilty of every enormity, would violate no moral duty; and the general tendency of events during the last two hundred years, goes to show that the transgressions of our red brethren, notwithstanding the declaration of enthusiasts, has attracted upon them the displeasure of the Almighty, as did the cities of the Plain and the people of Edom in days of old. But I deem it unnecessary to discuss the subject upon those grounds.

In reference to the kind of troops to be employed in future against the Seminoles, whether regulars, volunteers, militia, or woodsmen, I have not much to say. The manner in which the war in Florida has, thus far, been conducted, has tended uniformly to disorganization in the army, to quench the spirit of enthusiasm which should animate its members, and to dissolve every thing like *esprit du corps*. The boasted ardour of militia in the defence of their firesides and altars is a noble auxiliary to discipline; but without discipline it avails but little. Dr. Johnson remarked that all trades are obscure until they are learnt, and its truth is generally acknowledged by us Americans in every trade but that of war. Excellence in arms is supposed to be the birthright of every American, and he is thought to inherit with his existence and our free institutions, every quality requisite to the formation of a perfect soldier. The enthusiasm of militia, supposing them always to possess it, is theoretically beneficial; but this enthusiasm cannot instantaneously inspire that spirit of insubordination, intimacy with camps, reliance upon ones fellows, aptness in the use of weapons, and coolness in times of danger, so neces-

sary in war, though it will quicken the progress of instruction, by means of which alone these qualities are to be obtained.

August 30, 1839.

LECTURING ON ASTRONOMY.

From the unpublished "autobiography of Sam Seaver, ancien élève."

I was staying with some crazy cousins of mine, (female, of course,) about ten miles from B., and at their wicked instigation was induced to attend—what? think ye!—in a little country village, composed of about a dozen houses, two taverns, a blacksmith's shop, and a church—why, of all things in the world, a lecture on astronomy! to be delivered in solemnity before the assembled population of Squash-end, (the classical name of the village,) by the schoolmaster.

Being gifted with a lively imagination, I had some faint presentiments of the eloquence which was to open to us the wonders of the heavens; but the loftiest soarings of my imagination proved to be but mere creepings about the base of the towering Atlas of the reality.

Nicodemus Bogg, the gifted and self-created genius by whom we were to be initiated into the mysteries of the world above us, had been, like Ferguson, his great antetype, not exactly a shepherd, for American sheep, participating in the march of mind and independence characteristic of the new world, take care of themselves, but he had been a farmer, and had doubtless indulged in many a golden vision of future fame and profit, while cutting turf from the meadow back of the school-house; like Burns, too, he had been a ploughman, and apparently, from these two glorious examples, had caught the inspiration which would not rest confined under the blue smock and rough brogans. Whether it was the story of Ferguson, the odd volume of the life of Burns, that formed his whole library, or the contiguity of the scene of his labors to the school-house, that lighted the ethereal spark in his bosom, I am unable to say; but certain it is that Mr. Nicodemus Bogg one morning, rather suddenly, informed his employer that he had done pitching hay and hoeing potatoes, and demanded his wages, and in reply to a query from the aforesaid employer, what he intended to do, informed him very gravely he'd "concluded to set up schoolkeeping." And he did "set up schoolkeeping," and, more than that, he kept it up, and not only got all the little boys of Squash-end to assemble for a daily thrashing (his was the Solomonian practice,) but his reputation extended even to the adjoining town of B., and many an unlucky urchin was removed from the good schools there, to receive practical instruction from Master Bogg; for what reason never could be ascertained, except that some parents thought it injurious for boys "to be too much at home," and others were convinced of Mr. Bogg's peculiar fitness for training youth in the ways of knowledge and virtue, from his very reasonable prices. However that may be, Mr. Bogg's new "Seminary for the education of young men in all the branches of a sound practical education" grew fat and flourished; the squeals of the little boys, whose ears were pinched, grew more multifarious in tone with every season; the howls of the bigger ones grew deeper and more manly as each succeeding year with the addition of a more aspiring 'ology of some sort to the course of studies, produced an accession of older pupils; the master left off brogans and took to boots because, as he remarked, the creak of the latter produced a more decided effect on the ears of the little boys; the old school'us was torn down and a new one built of red brick, with a yellow wooden cornice, somewhat resembling (as one of the town-boys said, and got a flogging for it too) the master's red face under a yellow night cap: a little belfry was put over the entrance door with a very little bell to call the boys together; and, altogether, no one could doubt, who witnessed the crowds of boys

of all sizes, with their anxious looks, the magisterial air of the master, and the *tout ensemble* of the whole, as Mr. Bogg himself expressed it, (for he taught French as well as the classics,) no one, I say, who saw this, could doubt for a moment that this was indeed an institution where "all sorts of education could be had at very moderate prices."

But for the lecture, which was the subject I started with, and started from, dazzled by the glorious vision of Nicodemus Bogg's first successes presented to my excited imagination.

We found in the school room the assembled beauty and fashion of Squash-end, all the beaux of the country for three miles round (for it was a solemn festival, and had been talked about for weeks) had seized the occasion to make themselves agreeable to their lady loves, and were arranged in rows around three sides of the room, each behind his partner, transforming for the nonce the usually grave and sedate looking old room into a "gay purtear of living flowers," as one of the literary belles of the village, who took the Mirror, expressed it; meaning thereby, Kate said, a toy shop with the shelves crowded with Dutch images. The fourth side was occupied by that awful tribunal of judgment, if not justice, the master's desk, its usual paraphernalia of pens, inkstand, and dirty copy-books, carefully removed. What had been substituted, other than an ominous looking affair with black leather covers, like a minister's sermon holder, was concealed from our view by the thin strip of wood running about the top, to be revealed only at the critical moment.

The astronomical apparatus occupied the centre of the room, and in this, as in the fortunes of the ingenious inventor, might be traced the marks of genius that had raised him from the humble occupation of hoeing corn and cutting stakes for rail-fence to the post of Astronomer Royal of Squash-end. Being an introductory lecture, he had confined his attempts to the simple means of illustration, and for this night was to exhibit only a miniature resemblance of our own solar world—in other words, he had improvised an orrery of the solar system. From the centre of the ceiling, suspended by its neck, hung one of the school-master's own gorgeous brass parlor lamps, lighted, to represent the sun, the slant given by the manner of suspension was a happy idea to represent the obliquity of the axis to the plane of the ecliptic. Along this centre string were fastened, at different distances, horizontal strips of woods, and along these were suspended, at the proper intervals, with subsidiary bars, various products of Master Bogg's garden to represent the planets and their satellites. Within some six inches of the lamp, I mean the sun, a very small crab-apple performed the functions of that light-heeled and giddy-headed planet, Mercury; Venus was represented (doubtless with a hidden poetical meaning) under the form of a plump, rosy-cheeked, New York pippin; the Earth as a sober russet, (for the schoolmaster affected gravity in every thing appertaining to him,) was waited upon by a small "greening," scooped out to represent the crescent of the moon; Jupiter, in compliment to his audience, appeared in the garb of an enormous squash, while small melons, large pears, plums, peaches, and hickory nuts, shadowed forth the majesty of the remainder of this "system of the world." Nature had, however, refused to furnish him a type of Saturn, and he was forced to resort to the ignoble expedient of encircling him with a ring of pasteboard. All this complicated machinery had been previously wound up by twisting the strings according to the several motions to be produced, and made fast by a single thread, the severing of which was to set the solar system in motion. The schoolmaster's ambition was not, however, to be bounded by the exhibition of the barren and lifeless skeleton of science; he had pressed into the service of abstruse speculation the seductions of a sister art, and had determined to quicken the body of the inert

illustration with the delightful spirit of harmony. While on a recent excursion to the town he had lighted on a second-hand music box, and being a bargain, he had secured it to aid in developing the glories of astronomy; behind the covering strip of wood, then, already mentioned, concealed from the eyes of the audience, lay, perdu, the aforesaid music-box, ready wound, like its companion, the orrery, and waiting only the magic word of the director to start it into life.

The preparations were all completed; the little boys were arranged, after infinite changes, to the satisfaction of the master—two or three of the most intractable had been sent home; the whispered directions to some of the bigger ones, and their important bustling consequent thereon had ceased, the nods of recognition to a few favored notables of the village were intermitted; the busy shuffling of feet had subsided into an occasional scrape, when the master gave a portentous hem! and ascended his tribune. Awful was the pause that followed that hem, and fearful was the expectation painted on the surrounding faces; the little boys looked harder at the lamp on which they had been gazing for the last half hour, the beaux suspended their occupation of dispensing peppermint drops to the objects of their affection, and buttoned the remainder in their breeches pockets; even cousin Kate, startled into momentary propriety by the sound, ceased quizzing the village blue next her and mimicking the gestures of "the master," and looked, for the moment, the very picture of decorum.

"From the earliest ages," commenced this pioneer of the abstruse sciences in the literary wilderness of Squash-end—but as it is not my intention to give a report of his lecture, the reader shall be spared the recital of what had taken place from the earliest ages. Suffice it to say that, after a rapid sketch of the history of astronomy from the time of the Egyptian priests to the present day, with a view of the advantages to be derived from its study by the world in general and the inhabitants of Squash-end in particular, he descended to the immediate consideration of the system of worlds hung immediately around and about us. "Words of learned length and thundering sound" showered upon the ears of the astounded listeners; there were accounts of the "syrgies," calculations of "lunations," "librations," and various other "ations;" explanations why an eclipse of the sun never could be seen at night, and a learned argument to prove that the "blush of dawn" ought to be red in preference to any other color. The lecture had already lasted a good half hour, and the spectators had been throwing uneasy glances upon the brass lamp and its accessories, wondering if they were to be disappointed in the hope of witnessing the efforts of this curious engine; but it stood immovable, unstirred by the thunder of the heavy words that rolled about and between the mimic worlds, enough, as a farmer behind me observed, "to shake down all the apples in creation." It was not, however, doomed to so inglorious an inaction; the critical moment at length arrived to display its wonders—the grand denouement of the long comedy.

"Thus," continued the lecturer, "I have endeavored, with such feeble powers as it has pleased the Almighty to bestow on me, to show you some of the wonders of the great world of the heavens—a world of such extent that this great earth on which we live may be said to form only a vulgar fraction of it; and I have spoken, too, of the ever-breathing harmony that is said to pervade and animate the whole, ('that's the minister's,' said my neighbor,) but to render the whole subject more easy and comprehensible to individuals who have not been able to devote their attention to this sublime study, (and here the lecturer looked solemn,) I have endeavored to illustrate the whole by the simple machinery before you; by merely setting this in motion, you will have before you a true repre-

sentation of the motions of the sun, planets, and other heavenly bodies that compose our system." So saying, the binding string was dissevered—away scampered crab-apple Mercury—round and round went cherry-cheeked Venus—whirl! whirl! went Jupiter-squash—and while all were absorbed in admiring attention, and a little boy was wondering where they tied the middle string up above to keep the sun from falling, the lecturer pushed the spring of the hidden music-box, and added in a reverential tone, "and this may represent the *music of the spheres*!"

* A literal fact.

THE NEW SLOOPS OF WAR.

Within a few months, Mr. Editor, there have been launched from the navy yards at Gosport, New York, Charlestown, and Portsmouth, four sloops of war of the second class. Each of these vessels, at the time of launching, received high commendation from various sources, and their builders must certainly feel flattered at the quantum of praise, which has since been most liberally lavished upon them. Of the "Preble," built at Portsmouth, we hear "that she is one of the most *elegant* specimens of naval architecture to be found in this or any other country." She "may challenge comparison with the most finished bit of cabinet work, just from the hands of the artist. The workmanship reflects great credit on that talented young artist, Mr. Pook," being, "what might reasonably have been expected from him," &c. The "Marion" is described as "one of the most *splendid* specimens of naval architecture ever beheld; such a vessel as a true sailor loves to gaze on." Not less than this has been said of the "Decatur" and "Yorktown," so that, on the whole, we may fairly conclude that these four sloops, separately and collectively, cannot be excelled in *any* country, for strength, model, and beauty of proportion. Now this may be all true, or not true, just as it shall appear hereafter; but to our mind it does seem a little too much like "blowing your own trumpet," and predicting results, which, at the best, are exceedingly doubtful. The very fact that the word "experimental" has been applied to them, strongly inclines us to infer that no fixed principle has regulated their construction, and, for aught we know to the contrary, their models may be altogether different; yet *each* ship is lauded "to the skies," and boldly pronounced a most perfect specimen of naval architecture. Can it be possible that we are now *learning* how to build ships? It would really seem so, for we hazard little in saying that such a conclusion can scarcely be avoided under the circumstances we have mentioned. Now we have no sort of objection to *experiments* in ship building, provided they are reasonable in themselves, and instituted by those who certainly should be the *best judges* of their probability of success. It is but natural for us to presume that our *naval constructors* are fitted for their stations, by a practical familiarity with all the details and improvements connected with their profession. It is also *natural* that we should be somewhat sceptical as to the qualities of a ship, when these professional gentlemen are scarce allowed a voice in her construction, and their better judgment is deliberately set aside, by those whose only claim for the exercise of their authority in the premises, is, that they have the power. In these cases, "might makes right." It is high time that the department of construction in our navy should undergo a thorough reformation, and be rescued from its present degrading "vassalage." Let responsibility rest somewhere, so that in cases of decided failure, we may know *who* to blame, and how to rectify such unnecessary mistakes. We do not know but that the four sloops of war recently launched may prove, on trial, to be first rate ships in all respects. It is only objected that they should be considered so *prematurely*, and characters given them already, for qualities not based upon the correct test, viz: a fair and tho-

rough trial at sea, and under all circumstances of wind and weather. Let them be prepared for a cruise of two months, properly officered and manned, placed under the command of a flag, which shall be shifted from one to another every fortnight, and then to sea for an experimental trial. If this is done, and a full report made on their return respecting the qualities of of each ship, we shall obtain some interesting information, and learn some important lessons in the school of practical experience.

M. N. K. (late U. S. N.)

See Army and Navy Chronicle, March 29, 1838, for a detailed account of the experimental cruise of the Orestes, Champion, and Pylades, to which the attention of the Hon. Secretary of the Navy is respectfully requested.

REGIMENTAL DETAILS—INSIGNIA or RANK.

MR. EDITOR: I desire, through your paper, to propound two questions to the metaphysical, and to suggest one amendment to the uniform of certain officers of the army.

1st Question.—On what principles of equity or reason is it that the details of regiments for duty in Florida are based?

This abstruse problem I have long given up as insoluble; but possibly some one better versed in the tactics of military government may be able to discover the "head or tail" of an answer. One result of my own ponderings, however, is a settled conviction that the language usually held in other kinds of fancy scavenging, "first in first out," obtains no degree in this; the maxim having been supplanted by another, which may be thus expressed: "having once got your hands in, there stick."

Now, from observing how very convenient and comfortable this doctrine is to lookers on, I am led to inquire,

Secondly.—Whether they think it equally agreeable to the actual laborer?

In offering my amendment, I must premise that we are greatly in need of insignia of rank; the difference between the dresses of a colonel and a brevet second lieutenant, at fifty yards' distance, appearing only in an interesting little volume, called the "Regulations." As it is not always convenient to carry a spy-glass for accurate observation, or a ruler, wherewith, on approximating, to take the exact diametrical measurement of the bullion, I beg leave to suggest the following method, by which, it is thought, rank may be foretold just so far as an officer's phiz can be described:

The colonel of a regiment shall have his face totally unshaven: whiskers, moustache, and imperial, of unlimited proportions.

The brevet second lieutenant to have no beard at all; and a very little of the hair which legitimately belongs to his head to be erased, by simply shaving from the *top* (not the "tip") of the ear in a straight line to the mouth.

The second lieutenant to have whiskers on *one* side of his face only; this being something similar to the old fashion of wearing one epaulet!

All other officers of intermediate rank to be allowed beard in accordance with the foregoing principle.

Such is my proposition, and I think it entitled to the earnest and immediate attention of the authorities.

RICOCHET.

Domestic Miscellany.

PHILADELPHIA MECHANICS AND THE FEDERAL GOVERNMENT.—At a celebration of the Fourth of July in Kensington, Mr. Charles Ingersoll read a letter, which he had written to the Secretary of the Navy, and the Secretary's reply, respecting the manufacture of the engines for the steam frigate to be built in this city. The correspondence is subjoined.—*National Gazette.*

FOREST HILL, PHILADELPHIA Co., }
June 26, 1839. }

DEAR SIR: I have no right to address you as the member of Congress from this district, (till the question of a disputed election is settled satisfactorily,) and must therefore trouble you with this letter as a private person, its object being to inquire of you whether it is true, as said to be, that the machinery for the steam frigate, to be built at the Philadelphia navy yard, is not to be made here, but somewhere else. There are such excellent machinists in the city and county of Philadelphia, that I can hardly suppose it is intended to deprive them of the profit and credit of this enterprise. I have not spoken with any one of them, hardly know whether I am personally acquainted with any of them, and have not the slightest connexion with any person in this affair; but volunteer the enquiry, lest, through some misunderstanding of the matter, those who are at hand, and perfectly competent to the undertaking, should be postponed to others, which, I think, the workmen of this neighborhood would have reason to complain of, and the country, perhaps, cause to regret. If the job is put up for the best bidder, those for whom I venture to appeal to you, must, of course, take their chance with others. But the mechanical capacities of Kensington, the Northern Liberties, Spring Garden, Southwark—the whole suburbs of Philadelphia, for doing full justice to the machinery in question, are such as to entitle them to consideration, not on their own account only, but that of the public; and I flatter myself that you will excuse my freedom, when I add, that this vicinity, whether justly or not, considers itself too often overlooked on such occasions. I will be obliged, therefore, by your having the goodness to write me word how the case stands, as I feel sure that you desire to do what is right, and ought to be acceptable. I do not know whether I should address this letter to you, or the gentlemen of the Navy Board; if to them, may I ask the favor of your communicating it to them; and, if not improper, requesting from them (if it does not, in proper order, come from you) the honor of an answer to it.

I am, very respectfully,

Your friend and obedient servant,

C. J. INGERSOLL.

HON. J. K. PAULDING,

Secretary of the Navy.

WASHINGTON, 29th June, 1839.

DEAR SIR: In reply to your letter, I beg leave to assure you there is no intention on my part to slight the mechanics of Philadelphia, of whose character and skill I am fully aware. It has always been my intention to have the engines of the steam frigate to be built at Philadelphia, constructed there, provided there be any establishment in the city competent to that purpose, and willing to accede to the terms on which those for the frigate will be completed. You may not be aware, however, that a trip hammer, of five or six tons, is indispensable to the proper amalgamation of the large pieces of wrought iron, and the wrought iron wheels, which make part of these engines, and which must be made elsewhere, unless these hammers are provided. I do not know whether any establishment in Philadelphia is furnished with these, as I have not had any direct application from your city.

There is no intention of issuing public invitations for offers, and, according to custom, accepting the lowest. The object is of too great magnitude to risk its success on defective engines; and the course intended to be pursued, is to ascertain, as may be done, the fair price for first rate and complete machinery, and pay that price when the work is satisfactorily performed. I think it will be worth while for some one of your great establishments to set about erecting the necessary machinery for these works, which I understand will take six months, or perhaps more.

When the proper period arrives, measures will be taken to engage the engines, and to ascertain the terms on which they can be had in Philadelphia, as well as the capacity of the manufacturers to execute them properly.

I am, dear sir,

With great respect and regard,
Your friend and servant,

J. K. PAULDING.

C. J. INGERSOLL, Esq., Philadelphia.

MEETING OF MECHANICS AND WORKING MEN.—At a numerous assemblage of the Mechanics and Working Men of the city and county of Philadelphia, held at the County Court House on Monday afternoon, Aug. 19, for the purpose of expressing their opinions relative to the construction, by Philadelphia Mechanics, of the engines intended for the national steam frigate, about to be built at the Philadelphia navy yard, the following officers were selected:

For President—GEORGE SMITH, of the city.

For Vice Presidents—Anthony Davis, of Kensington; Daniel Large, of do.; William Bonsall, of Southwark; John Naglee, of Northern Liberties; George W. Metlar, of Spring Garden; and Charles S. Devenney, of Kensington.

For Secretaries—Enoch E. Camp, John C. Gill, and Thos. G. Bignall.

On motion, the following gentlemen were selected to draft resolutions expressive of the sense of the meeting:

Alfred M. Clarke, of Holloway's Foundry.

Wm. Clark, of Merrick & Town's Foundry.

Geo. W. Hufty, of Baldwin & Co's Foundry.

J. R. Morton, of Park & Tier's Foundry.

John Alexander, of Norris's Foundry.

John C. Doyle, of Agnew's Foundry.

Jas. Tull, of Rush and Muhlenberg's Foundry.

John Smith, of Morris & Co's Foundry.

James Slater, of Large's Foundry.

S. Bradley, of Parrish & Johnson's Foundry.

Thomas Connell, Daniel B. Griffin, Wm. Curry, Ezra Anderton, and Daniel Eardman.

The meeting was then eloquently addressed by Charles Naylor, Esq., Col. John Thompson, Wm. L. Hirst, Esq., George W. Metlar, and Thos. Connell.

After which the following resolutions were reported, and unanimously adopted:

WHEREAS, at the last session of Congress, an appropriation was made for building a steam frigate at the Philadelphia navy yard, and as we consider it incumbent upon the Secretary of the Navy and the Navy Board to contract for the construction of her engines where they can be best made, at the least expense, consistent with such efficiency, as well as where the acknowledged reputation of the machinists for skill and capability, founded upon tested work, will afford a sufficient guarantee to the nation of their fidelity to construct such machinery, and where neither capital nor sufficient security for the faithful performance of the contract are wanting:

Therefore Resolved, That the acknowledged reputation of Philadelphia steam engines, throughout the United States, for speed, strength, durability, and safety, acquired in the space of upwards of twenty years, during which time not a life was ever known to have been lost, by any accident or explosion, arising from any defect in their construction, firmly convinces us, that as good, if not better work, in steam machinery can be manufactured in this city, at the same rates, as in any other part of the nation.

Resolved, That the fact alone, that this steam frigate is to be built at our navy yard, affords a variety of sound reasons, apparent to every discerning mind, that her engines should also be constructed here, provided they can be as well made as elsewhere, and at as reasonable a sum.

Resolved, That in the selection by the Secretary of the Navy, and of the Navy Board, of an establishment in this city, to erect these engines, they can only desire,

for the national interests, to be satisfied of its *capability*, *capital*, and *security* to perform the contract on as reasonable terms, with regard to excellence of materials and workmanship, as can elsewhere be done. We, therefore, judging from an experience in, and thorough knowledge of, the capabilities of the various steam engine establishments of the Union—in which many of us have been more or less employed—are fully satisfied that the machinists of that Commonwealth, that gave birth to a Fitch and a Fulton—who brought steam to perfection as a propelling power—lack neither of the above requisites to prevent the engines of a Philadelphia built steam frigate from being elsewhere constructed.

Resolved, That the Secretary of the Navy and the Navy Board, in selecting Philadelphia as one of the ports at which a national steam frigate should be erected, gave evidence of their approbation of the skill and capability of our ship builders for this task; and we cannot believe that, with their knowledge of the work of our machinists, they will ever consent to the construction of her propelling power at any other place.

The following resolutions were offered by Charles Naylor, Esq.

Resolved, That, in the opinion of this meeting, steam batteries will ultimately, in a great measure, supersede all other means of coast and harbor defence. That our country will be forced to resort to them as the only efficient method of repelling attacks from hostile steam ships, and that the multiplication of these latter in the navies of England, France, and other European countries, strongly admonish our Government of the necessity of immediately commencing and prosecuting the building of them.

Resolved, That the situation of Philadelphia, the cheapness and abundance of all the necessary materials, its extensive and industrious population, and the great number of the best and most skilful mechanics on earth, the sweetness and freshness of its water, and its distance from the ocean, securing it from attack during war, renders it, as a building station for steam vessels, far superior to any other in the whole country; and that as such, it deserves to be immediately distinguished by the Government.

On motion of Wm. L. Hirst, Esq., it was

Resolved, That a committee of ten machinists be appointed to wait upon, or address, the Secretary of the Navy, and the Navy Board, and adopt such measures as they may deem necessary for furthering the objects of this meeting.

Resolved, That the officers of the meeting select such committee within the space of five days, and report the same through the newspapers of our city.

Resolved, That copies of these proceedings be forwarded to the President of the United States, to the Secretary of the Navy, and the Navy Board, and that the editors of the city papers are respectfully requested to give them a place in their respective journals.

GEORGE SMITH, President.

ANTHONY DAVIS,

DANIEL LARGE,

WM. BONSALE,

JOHN NAGLEE,

GEO. W. METLAR,

CHS. S. DEVENNEY,

} Vice Presidents.

Enoch E. Camp,

John C. Gill,

Thos. G. Bignall,

} Secretaries.

Extract from a letter dated Fort Gibson, July 21.

"There is a prospect at length of a settlement of the difficulties among the Cherokees. Both councils are in session—that is, the old emigrants, (combined with the Ridge party,) and the new, headed by John Ross. Their intentions appear more pacific at present, on both sides. Should matters, however, come to the worst, I have no doubt myself that the old set would more than maintain their ground against the Ross party, notwithstanding the apparent difference in their numerical forces."—*Little Rock Gazette.*

WASHINGTON CITY, THURSDAY, SEPTEMBER 5, 1839.

CAPTAIN W. C. DE HART, U. S. A.—The New York American copies from the St. Louis Republican of the 25th July, the notice of Capt. DE HART's address before the Court Martial, (see Chronicle of Aug. 8, page 95,) and adds the following:

"We transfer to our columns the foregoing extract from the Missouri Republican, with great satisfaction. Capt. De Hart, so highly (and, we believe, justly) complimented in a land of strangers, is a native of New Jersey, and a son of one of her Revolutionary officers. He received a regular military education, and carried with him from the Seminary, at West Point, into the army, a standing and character which laid at once a foundation for future eminence. We understand, and from the best authority, too, that no officer, of his age and rank, is held in higher estimation by his brothers in arms, and his commanding General, who, more than once, has bestowed upon him marks of his confidence and regard. He is no *driveller* who can inspire the confidence, or attract the esteem of Major Gen. Scott. The acquirements of Capt. De Hart are not confined to military science, or circumscribed to the camp or the garrison. They take a wider range, and embrace a fund of general information and knowledge rarely attained but by the ripened scholar, and the student of many years. He has devoted a part of his time to the study of municipal law, and should the office of Judge Advocate General be created, we can advert, at this time, to no person who, we think, would prove a more acceptable incumbent to those more immediately interested in the appointment.

ARCHIMEDEAN SCREW FOR PROPELLING VESSELS.—We find the following in the New Jersey Journal, published at Elizabethtown. The article to which it alludes was copied from the Charleston, S. C., Mercury, and so credited at the time. Our object is simply to give credit where credit is due; and if Mr. Dow is entitled to the merit of a discoverer in this case, we shall readily insert the proof when adduced. The initials of the subjoined communication are those of an officer of the navy residing at Elizabethtown, by whom we presume it was written.

For the New Jersey Journal.

To the Editors of the Army and Navy Chronicle.

GENTLEMEN: In your number of August the 8th, you mention the *Archimedeian Screw* as discovered more than five years since by Major J. L. SMITH, of the U. S. Engineers, &c.

Permit me to inform you, that upwards of twenty years since, a Mr. SAMUEL DOW, of this place, for the purpose of an experiment to convince a number of respectable gentlemen of the superiority of the screw, to the paddle, made two small boats, from twenty to twenty-five inches in length, one with screw, and the other with paddle. Each had a mast, a cord, the standing part fast and wound round the shaft or axle, then over a sheave in the mast-head, with equal weights attached. They were started together several times: At first going off, the wheel would go

ahead, but before the race was half run, the screw would overhaul and shoot ahead.

The gentlemen were satisfied, and assisted Mr. Dow with means to build a boat about twenty-five feet in length, with a screw on each side, to ship and unship as most advantageous. It was worked by four men with a crank and cog-wheels. On the arrival of the Robert Stockton, from England, I determined that the merit of the invention should, if in my power, be accorded to the ingenious man whom I feel convinced, deserved the credit. I am now making inquiries and search after the boat or machinery. No doubt I shall succeed—and if so, you shall hear again. If it should be necessary, I can obtain the affidavits of very many respectable witnesses, who saw the boat and machinery in operation.

C. L. W.

[Any information respecting the above boat or machinery will be thankfully received at the office of the New Jersey Journal.]

A Board of Army Officers, for the examination of candidates for admission into the infantry, has been in session in this city several days. Between thirty and forty candidates are in attendance.

ARRIVALS AT WASHINGTON.

Aug. 26—Surgeon C. McDougall, army, Fuller's.
29—Ass't Sur. B. M. Byrne, do.
Capt W. R. Montgomery, 8th inf., Fuller's.
Capt. W. B. Davidson, 3d art., Fairfax C. H., Va.
31—Thos. Lawson, Surgeon General.
Sept. 1—Lieut. S. B. Thornton, 2d drags., Fuller's.
2—Lieut. R. A. Wainwright, Ord., Col. W's.
3—Major J. Garland, 1st inf., Mr. Wolfe's.
4—Lieut. Col. J. Green, 6th inf., Fuller's.

LETTERS ADVERTISED.

WASHINGTON, Sept. 1, 1839.

ARMY—Dr B M Byrne, Lt J E Blake 4, Capt C Graham, Major T W Lendrum, Lt A Montgomery, Gen Winfield Scott, Capt J H Stokes 2.

NAVY—Edward N Cox, G [C] Cooper, Rev T J Harrison, Lieut Com'dt J T McLaughlin 3, Capt Wm Ramsay 2, Lt T D Shaw, Dr H D Taliaferro.

MARINE CORPS—Lt J Maguire 4, Lt J G Reynolds.

NORFOLK, Sept. 1, 1839.

NAVY—Lt A G Slaughter; P Mid J Anderson, F E Barry 2, F E Baker, J Humphreys, H N Harrison 2, J M Lockert 2, Wm T Smith 2, J R Sully; Mid E A Barnet, C [W] Hays 2, W J Rogers; Master H Worthington.

PASSENGERS.

BOSTON, Aug. 27, per brig Sarah and Augusta, from Malaga, P. Mid. E. C. Bowers and Ass't. Sur. B. T. Magill, of the navy, and 18 invalid seamen from the Mediterranean squadron.

CHARLESTON, Aug. 30, per steamer Col. Jewett, from Savannah, Major R. A. Forsyth, of the army.

Domestic Intelligence.

INDIAN COUNCIL.—A council was held last Tuesday, at the Indian Mission House in Cattaraugus county, about seven miles from Irving, between Mr. Poinsett, Secretary of War, and delegates from the Six Nations of Indians, relative to the late treaty, by which the latter agreed to remove west of the Mississippi. At the opening of the council, Mr. P. and Gen. Dearborn, Commissioner on the part of Massachusetts, were introduced to the Indians assembled by Judge Stryker, the Indian Agent. Both made speeches. Mr. Poinsett explained the views and wishes of the Government, and stated his desire to treat fairly with the Indians in all things, and to hear what objections they had to the treaty. After this speech the council was adjourned till the next morning, Wednesday, so far as the discussion of the treaty was concerned, and the remainder of the session on that day

was occupied in a talk relative to the payment of annuities. On Wednesday morning, Jemmerson, one of the Seneca chiefs, spoke at considerable length in opposition to the treaty, and was followed in a few brief remarks, by two or three others. This is the amount of all that was done. The deputation of Friends who were present said nothing. What will be the result of the council we are unable to say, but the general impression appears to be that the treaty will be confirmed.—*Buffalo Advertiser and Journal*.

From the National Intelligencer, Sept. 4.

The Editors have received a communication from an officer of the 7th Infantry (U. S. A.) in vindication of a letter from him published in the *National Intelligencer* more than two months ago, against a reply to it published in the *Army and Navy Chronicle*, and thence copied into this paper. Entertaining some doubt of the usefulness of a controversy on this subject, and apprehending that it may, if prolonged, lead to personalities, which we would always discourage rather than foment, we think it expedient at present to withhold it from the press.

It is perhaps proper, however, in justice to the officer in question, and to his subject, to make the following passage of his letter an exception:

"I now reiterate, that 'the old and experienced captains' would resign rather than remain here as a guard upon the Indian reservation. The whole regiment were desirous of, and anxiously looked for, orders to join their professional brethren in Florida, as soon as their presence on the Texian frontier, in 1836, could be dispensed with; and so long as a prospect of ACTIVE SERVICE in Florida continued, they were perfectly satisfied. But with the proclamation of peace, vanished the solicitude of the 'seventh' regarding Florida. Now, however, that ACTIVE operations are about being resumed, the seventh joyfully looks forward for orders to the post of honor—the post of danger. It is here where the 'seventh' has been, and still desires to be found—always the last in at the death."

NOTICE TO MARINERS.

CUSTOM HOUSE, NEW YORK, }
August 22, 1839. }

The undersigned gives notice that the South Light on the Highlands, is a revolving light. Lamps placed all on one side—makes one revolution every three minutes and thirty seconds—the greatest power of light can only be seen once in that time.

On the 15th of October next, the lantern will be lit with 20 new lamps and reflectors, placed in three tiers on two sides of an oblong square—the greatest power of light will then be seen once in every one minute and forty-five seconds.

J. HOYT, Collector.

THE WEST POINT FOUNDRY.—A correspondent (to whom we are obliged) offers us some corrections of an inadvertent slip of the pen in Tuesday's Dispatch. The capital of the West Point Foundry Association is \$100,000; its shares are in number one hundred, of a thousand dollars each. General Fenwick is the largest holder, owning fourteen shares. Some of the other stockholders are William Kemble, President of the Association, Gouverneur Kemble, Agent or Superintendent at Cold Spring, William Paulding, Nathaniel Paulding, and William F. Carey. It has a shop in this city, at the foot of Beach street, and a long range of buildings at Cold Spring, opposite West Point. The largest trip hammer in this country, (weighing seven tons,) is at these works; and it is for this reason, in part, certainly, that the West Point Foundry has been very properly selected for the manufacture of the machinery for the new steam frigates about to be built by act of Congress. The Secretary of the Navy has assigned this reason, in answer to a letter from a committee; and says further—

more, that when other establishments present the same advantages, this work will be divided with them. It is proper to observe that the Secretary of the Navy is not interested in the West Point Foundry.—*New York Dispatch*.

A HOME SQUADRON.—The case of the Spanish schooner *Amistad*, captured by the surveying brig *Washington*, comes in timely aid of the general argument in favor of the establishment and constant maintenance of a "home squadron," to cruise along and off our coast.

Here a vessel, of which the officers were murdered by revolted slaves—and still having on board two other whites, subject hourly to the same fate—has for weeks been off our coast, without meeting with a single vessel of war; when, if there was in commission a squadron of small vessels—some of which would be constantly at sea, and on the watch, running from port to port, and looking in at out-of-the-way bays and creeks—not a week would have elapsed without her having been overhauled and brought in.

We hope this case, which appeals so strongly to feeling—more operative sometimes even upon the acts of governments than argument or policy—may hasten the period when a home squadron will become as settled a duty of the navy service, as the Mediterranean or the Pacific squadron now so properly are.—*New York American*.

INTERNATIONAL COURTESY.—It will be recollected that the United States Exploring squadron, whilst at Cape Horn, met with very boisterous weather, and some of the vessels suffered damage. The store ship *Relief*, it is understood, lost all her anchors at that time. She arrived at Valparaiso in April last, and was of course obliged to lay off and on, having lost all her anchors. Her Britannic Majesty's corvette *Fly* was lying in the harbor at that time, and the condition of the *Relief* was inferred from her movements. The commander immediately despatched his boats, with an anchor, and cable, for the *Relief*, which were bent on, and the store ship came to anchor.

The *Relief* was at Callao on the 16th of May, and she then had the anchor and cable of the English corvette. Such expressions of international courtesy always merit a distinguished notice.—*Globe*.

Sailed from Georgetown (D. C.) on Tuesday, the 20th August, for Savannah, Georgia, the United States light-boat, recently built by Captain William Easby, at his ship yard, Washington, in charge of Capt. J. Peabody. This is the fourth boat built by the same enterprising individual for the Government within the last two years. She is intended to be moored in the Tybee channel, Georgia.—*Potomac Advocate*.

THE STEAM FRIGATE.—The meeting of mechanics and others interested in the subject, held at the Court House yesterday afternoon in reference to having the machinery for the steam frigate ordered to be built at this port also constructed by the workmen of Philadelphia, was numerously attended, and the strongest feeling was manifested in the matter which so nearly concerns the pride and reputation of our artisans. George Smith was called to the chair, and the meeting was addressed by Charles Naylor, Col. Thomson, William L. Hirst, Mr. Metlar, and other speakers, who were heard with great interest, and a series of spirited resolutions were adopted, setting forth with much effect not only the views of those present, but the wishes of the people of Philadelphia generally, who think it justly their due that the frigate and all that is necessary to test her merits, should be completed here, and that the skill of our ship builders in constructing the hull of the vessel, should not be in danger of being undervalued by leaving it to be judged of through the operation of machinery made elsewhere. The meeting was composed nearly altogether of ma-

chinists, ship-builders, and other men who are directly and personally interested in the reputation of the city as regards the matter in question, and we have no doubt that their voice will have the weight at Washington to which it is fully entitled.—*Pennsylvanian*, Aug. 20.

THE NORTH-EASTERN BOUNDARY.—We understand that Mr. FORSYTH, Secretary of State, has transmitted to Gov. FAIRFIELD the communication of Mr. Fox to the Government of the United States, relative to the mission of Col. MUDGE and Mr. FEATHERSTONHAUGH, by which it would seem that the object is substantially what has been alleged in the English papers. The British Government, apprehending that the negotiations respecting the establishment of a joint commission for running the line might not be terminated until near the close of the present year, it was thought the mean time might be profitably spent by that Government in making a topographical survey, and acquiring a more intimate knowledge of the territory in dispute.

Still farther. Since writing the foregoing, we have obtained copies of the following correspondence which has taken place between Sir JOHN HARVEY and Gov. FAIRFIELD.—*Saco Democrat*.

GOVERNMENT HOUSE,

Fredericton, New Brunswick, August 10, 1839.

Major Gen. Sir JOHN HARVEY has the honor to acquaint Gov. FAIRFIELD that Col. MUDGE, of the Royal Engineers, and G. W. FEATHERSTONHAUGH, Esq., have been sent from England for the purpose of making a topographical examination of part of the disputed territory, for the use and information of her Majesty's Government; and Sir JOHN HARVEY dare not allow himself to entertain any doubt that the Executive of Maine will willingly co-operate with that of this province in doing what may depend upon them respectively, not only to prevent any interruption being offered to proceedings of a character so entirely amicable and so purely scientific, but also to ensure for it any assistance which may be required by a commission, the result of whose inquiries may have so material an influence in expediting the decision of the pending negotiation, and which must therefore be regarded with an equal degree of interest by both parties.

The commissioners who are now here purpose to commence their journey about the 20th inst., and to proceed in the first instance to the Great Falls, and thence perhaps in a westerly direction.

EXECUTIVE DEPARTMENT, Saco, Aug. 16, 1839.

SIR: I have the honor to acknowledge the receipt of your Excellency's note of the 10th inst., informing me of the appointment by the British Government, of Messrs. MUDGE and FEATHERSTONHAUGH, "for the purpose of making a topographical examination of part of the disputed territory, for the use and information of her Majesty's Government," &c. &c.

Being fully convinced that the difficulties supposed by the British Government to be involved in the pending question of boundary would vanish before a correct topographical knowledge of the territory, I shall not only offer "no interruption to the proceedings of the commissioners" which you describe as "entirely amicable" and purely "scientific," and the results of which, you apprehend, may have "a material influence in expediting the decision of the pending negotiation," but will, with great pleasure, afford the commissioners all reasonable facilities in my power, for the prosecution of their design.

I have the honor to be, very respectfully,

Your Excellency's ob't. serv't.

JOHN FAIRFIELD,

Governor of Maine.

His Excellency Maj. Gen. Sir JOHN HARVEY,

Lt. Gov. Prov. N. B.

MISCELLANY.

From the New London Gazette, Aug. 28.

"THE SUSPICIOUS LOOKING SCHOONER," CAPTURED AND BROUGHT INTO THIS PORT.—Much excitement has been created in New York for the past week, from the report of several Pilot Boats having seen a clipper built schooner off the Hook, full of negroes, and in such condition as to lead to the suspicion that she was a pirate. Several cutters and naval vessels are said to have been despatched in pursuit of her, but she has been most providentially captured in the Sound, by Capt. Gedney, of the surveying brig Washington.

We will no longer detain the reader, but subjoin the official account of the capture, very politely furnished us by one of the officers:

U. S. BRIG OF WAR WASHINGTON,

New London, August 26, 1839.

"While this vessel was sounding this day between Gardner's and Montauk Points, a schooner was seen lying in shore off Culloden Point, under circumstances so suspicious as to authorize Lieut. Com. Gedney to stand in to see what was her character. Seeing a number of people on the beach with carts and horses and a black passing to and fro, a boat was armed and despatched with an officer to board her. On coming alongside a number of negroes were discovered on her deck, and 20 or 30 more were on the beach—two white men came forward and claimed the protection of the officer. The schooner proved to be the "Amistad," Capt. Ramonflues, from the Havana, bound to Guana-ja, Port Principe, with 54 blacks and two passengers on board; the former four nights after they were out rose and murdered the captain and three of the crew; they then took possession of the vessel with the intention of returning to the coast of Africa. Pedro Montez, passenger, and Jose Ruiz, owner of the slaves and a part of the cargo, were only saved to navigate the vessel. After boxing about for four days in the Bahama Channel, the vessel was steered for the Island of St. Andrews, near New Providence; from thence she went to Green Key, where the blacks laid in a supply of water. After leaving this place, the vessel was steered by Pedro Montez for New Providence, the negroes being under the impression that she was steering for the coast of Africa: they would not however permit her to enter the port, but anchored every night off the coast.

The situation of the whites was all this time truly deplorable, being treated with the greatest severity, and Pedro Montez, who had charge of the navigation, was suffering from two severe wounds, one in the head and one in the arm, their lives threatened every instant. He was ordered to change the course again to the coast of Africa, the negroes themselves steering by the sun in the day time, whilst at night he would alter their course so as to bring them back to their original place of destination. They remained three days off Long Island to the eastward of Providence, after which time they were two months on the ocean, sometimes steering to the eastward, and whenever an occasion would permit, the whites would alter the course to the northward and westward, always in hope of falling in with some vessel of war, or being enabled to run into some port, when they would be relieved from their horrid situation.

Several times they were boarded by vessels; once by an American schooner from Kingston; on these occasions the whites were ordered below, while the negroes communicated and traded with the vessel; the schooner from Kingston supplied them with a demijohn of water for the moderate sum of one doubloon—this schooner, whose name was not ascertained, finding that the negroes had plenty of money, remained lashed alongside the "Amistad" for twenty-four hours, though they must have been aware that all was not right on board, and probably suspected the character of the vessel. This was on the 18th of the pre-

sent month; the vessel was steered to the northward and westward, and on the 20th instant, distant from N. Y. 25 miles, the Pilot boat No. 3 came alongside, and gave the negroes some apples. She was also hailed by No. 4. When the latter boat came near, the negroes armed themselves and would not permit her to board them; they were so exasperated with the two whites for bringing them so much out of their way, that they expected every moment to be murdered.

On the 24th they made Montauk Light, and steered for it with the hope of running the vessel ashore, but the tide drifted them up the bay, and they anchored where they were found by the brig Washington, off Culloden point. The negroes were found in communication with the shore, where they laid in a fresh supply of water, and were on the point of sailing again for the coast of Africa. They had a good supply of money with them, some of which it is likely was taken by the people on the beach. After they were disarmed and sent on board from the beach, the ringleader jumped overboard with three hundred doubloons about him, the property of the Captain, all of which he succeeded in loosing from his person, and then permitted himself to be captured. The schooner was taken in tow by the brig and carried into New London."

Tuesday, 12 o'clock, M.

We have just returned from a visit to the Washington and her prize, which are riding at anchor in the bay near the fort. On board the former we saw and conversed with the two Spanish gentlemen who were passengers on board the schooner, as well as owners of the negroes and most of the cargo. One of them, Jose Ruiz, is a very gentlemanly and intelligent young man, and speaks English fluently. He was the owner of most of the slaves and cargo, which he was conveying to his estate on the island of Cuba. The other, Pedro Montez, is about fifty years of age, and is the owner of three of the slaves. He was formerly a shipmaster, and has navigated the vessel since her seizure by the blacks. Both of them, as may be naturally supposed, are most unfeignedly thankful for their deliverance. Jose Pedro is the most striking instance of complacency and unalloyed delight we ever have witnessed; and it is not strange, since only yesterday, his sentence was pronounced by the chief of the buccaneers, and his death-song chanted by the grim crew, who gathered with uplifted sabres around his devoted head, which, as well as his arms, bear the scars of several wounds inflicted at the time of the murder of the ill-fated captain and crew.

He sat smoking his Havana on the deck, and to judge from the martyr-like serenity of his countenance, his emotions are such as rarely stir the heart of man. When Mr. Porter, the prize-master, assured him of his safety, he threw his arms around his neck, while gushing tears coursing down his furrowed cheek, bespoke the overflowing transport of his soul. Every now and then he clasped his hands, and with uplifted eyes gives thanks to "the Holy Virgin" who had led him out of all his troubles! Senor Ruiz has given us two letters for his agents, Messrs. Shelton, Brothers & Co., of Boston, and Peter Harmony & Co. New York. It appears that the slaves, the greater portion of whom were his, were very much attached to him, and had determined after reaching the coast of Africa, to allow him to seek his home what way he could, while his poor companion was to be sacrificed.

On board the brig we also saw Cingues, the master spirit and hero of this bloody tragedy, in irons. He is about five feet eight inches in height, 25 or 26 years of age, of erect figure, well built, and very active. He is said to be a match for any two men on board the schooner. His countenance, for a native African, is unusually intelligent, evincing uncommon decision and coolness, with a composure characteristic of true courage, and nothing to mark him as a ma-

licious man. He is a negro who would command in New Orleans, under the hammer at least \$1500.

By Physiognomy and Phrenology he has considerable claim to benevolence. According to Gall and Spurzheim, his moral sentiments and intellectual faculties predominate considerably over his animal propensities. He is said, however, to have killed the captain and crew with his own hand, by cutting their throats. He also has several times attempted to take the life of Senor Montez, and the backs of several poor negroes are scored with the scars of blows inflicted by his lash to keep them in subjection. He expects to be executed, but nevertheless manifests a *sang froid* worthy of a Stoic under similar circumstances.

With Capt. Gedney, the surgeon of the port, and others, we visited the schooner, which is anchored within musket shot of the Washington, and there we saw such a sight as we never saw before, and never wish to see again. The bottom and sides of this vessel are covered with barnacles and sea grass, while her rigging and sails present an appearance worthy of the Flying Dutchman, after her fabled cruise. She is a Baltimore built vessel of matchless speed, about 120 tons burthen, and about six years old. On her deck were grouped amid various goods and arms the remnant of her Ethiop crew, some decked in a most fantastic manner in the silks and finery pilfered from the cargo, while others in a state of nudity, emaciated to mere skeletons, lay coiled upon the deck. Here could be seen a negro with white pantaloons and the sable shirt which nature gave him, and a planter's broad brimmed hat upon his head, with a string of gewgaws around his neck; and another with a linen cambric shirt, whose bosom was worked by the hand of some dark eyed daughter of Spain, while his nether proportions were enveloped in a shawl of gauze or Canton crape. Around the windlass were gathered the three little girls from eight to thirteen years of age, the very image of health and gladness.

Over the deck were scattered in the most wanton and disorderly profusion, raisins, vermicelli, bread, rice, silk and cotton goods. In the cabin and hold were the marks of the same wasteful destruction. Her cargo appears to consist of silks, crapes, calicoes, cotton and fancy goods of various descriptions, glass and hardware, bridles, saddles, holsters, pictures, looking glasses, books, fruits, olives and olive oil, and "other things too numerous to mention"—which are now all mixed up in a strange fantastic medley. On the forward hatch we unconsciously rested our hand on a cold object, which we soon discovered to be a naked corpse, enveloped in a pall of black bombazine. On removing its folds we beheld the rigid countenance and glazed eye of a poor negro who died last night. His mouth was unclosed and still wore the ghastly expression of his last struggle. Near by him, like some watchful fiend, sat the most horrible creature we ever saw in human shape, an object of terror to the very blacks, who said that he was a cannibal. His teeth projected at almost right angles from his mouth, while his eyes had a most savage and demoniac expression.

We were glad to leave this vessel, as the exhalations from the hold and deck were like anything but "gales wafted over the gardens of Gul." Capt. Gedney has depatched an express to the U. S. Marshal at New Haven, while he has made the most humane arrangements for the health and comfort of the prisoners, and the purification of the prize. There are now alive 41 negroes, three of whom are girls; about 10 have died. They have been at sea 63 days. The vessel and cargo were worth forty thousand dollars when they left Havana, exclusive of the negroes, which cost from 20 to 30,000 dollars. Vessel and cargo were insured in Havana.

There is a question for the laws of admiralty to decide, whether Capt. Gedney and his fellow officers are entitled to prize or salvage money. To one or the other they are most surely entitled, and we hope they will get their just dues. Capt. Gedney, when he

first espied the Amistad, was running a line of sounding towards Montauk Point. He had heard nothing of the vessel being on the coast till after his arrival in this port.

The U. S. Revenue Cutter Wolcott sailed from New Haven on Wednesday for New London for the purpose of bringing the blacks taken in the Amistad to the former place for examination. There is to be a session of the Circuit Court holden at New Haven soon. In the meantime we expect to see the Spanish Minister calling upon our Government to deliver these murderers over to the proper authorities in Cuba.—*New York Gazette.*

A CARD.

NEW LONDON, Aug. 29, 1839.

The subscribers, Don Jose Ruiz and Don Pedro Montez, in gratitude for their most unhopcd-for and providential rescue from the hands of a ruthless gang of African buccaneers and an awful death, would take this means of expressing, in some slight degree, their thankfulness and obligation to Lieut. Com. T. R. Gedney, and the officers and crew of the U. S. surveying brig Washington, for their decision in seizing the Amistad, and their unremitting kindness and hospitality in providing for their comfort on board their vessel, as well as the means they have taken for the protection of their property.

We also must express our indebtedness to that nation whose flag they worthily bear, with an assurance that this act will be duly appreciated by our most gracious sovereign, Her Majesty, the Queen of Spain.

DON JOSE RUIZ,
DON PEDRO MONTEZ.

BAGS OF WIND.—We witnessed an interesting experiment this forenoon on board the Revenue Cutter Hamilton, Capt. Sturgis, which was intended to illustrate the practicability of raising a vessel by means of cylindrical bags, placed under her bottom, and filled with atmospheric air. The bags were each of large size, capable of containing 2500 cubic feet of air. They were confined by means of ropes passing under the keel, and afterwards filled by two forcing pumps, propelling the air through tubes into the cylindrical floats. The bags were made of three parts of stout cotton canvass, made air and water tight by means of India Rubber, and were prepared by Mr. Howard of Roxbury, under the direction of the inventor, Mr. McKean. The Cutter was raised considerably by this process—but the floats were made for a large vessel, and when inflated, a large portion of them rose above the water.

The utility of this apparatus, thus adopting a well known principle in pneumatics to practical use, must be obvious to every one. It will enable vessels with large draughts of water to pass over barred harbors, as New Orleans, Mobile, Ocracoke inlet, &c.—without lightening. It may be used also with advantage for various other purposes, as raising a vessel sunk in several fathoms of water, &c. &c.—*Boston Journal*, August 27.

ALARM GONG FOR STEAMERS.—An ingenious instrument has been invented in England, intended to give warning of the approach, and to announce the course a steamer is sailing in a fog, or in the night. It consists of a gong, on which a hammer is made to strike every ten seconds a certain number of blows, by a very simple machinery, according to the course the vessel is sailing on. For example, if she be sailing north, the gong is struck once; if east, twice; if south, thrice; and if west, four times in every ten seconds. By this systematic method the position, course, and proximity of a steamer will be clearly announced to any other vessel.—*Boston Mercantile Journal.*

NAVAL APPRENTICE SCHOOL.—Next in importance to the introduction of the Apprentice System in our Naval service is the selection of the points at which the schools shall be established, so as to secure a regular supply of the best materials for this favorite arm of the national defence. Boston, New York, Philadelphia, and Norfolk, have already their schools on board of their respective receiving ships, a distinction to which their location justly entitled them; but are there not other places quite as much fitted for the purpose, which have equal claims? Baltimore, for instance, the third city in the Union in point of size and commercial importance, and having a foreign trade of great extent, appears to us to possess all the requisites for one of these schools. The Government has always on this station a receiving ship and it would only be to add a qualified teacher to the establishment to insure a good school. The ship now here under the command of our gallant fellow-townsmen, Lieut. HOLLINS, is particularly well fitted for the service, being capacious and well arranged for the purpose, and there can be no doubt that under the direction of that public spirited officer a school of the kind would be eminently prosperous. With regard to its success, so far as the engagement of apprentices is concerned, we have only to look around us to be assured that the youths of our State, particularly those residing on the shores of the Chesapeake and its tributary waters, would in many cases avail themselves of an institution which would tend to identify them more and more with the naval glory of their country. Maryland has from the earliest times contributed a full proportion to the chivalry of the navy. If the list of officers be examined, it will be found that this State boasts, perhaps, a greater number in proportion to her territory than any other. In looking back to the war with Tripoli, we find the names of Marylanders connected with the most daring achievements growing out of that conflict. Nor has the naval spirit of our commonwealth degenerated in later times, as the annals of the late war will testify. Whilst other States claim the credit due to their naval heroes, Maryland can point to the names of a host of gallant spirits, among which those of a TRIPPE, a RODGERS, a BARNEY, a RIDGELY, a NICHOLSON, a JONES, a BALLARD, a GALLAGHER, a WEBSTER, a NORRIS, and numberless others of equal merit, in their respective ranks, might be mentioned. It may not be improper here to advert in evidence of our naval spirit, to the services of the flotilla under Commodore Barney in the Chesapeake, during the war of 1812, and the gallantry displayed by our private armed vessels, from which the commerce of Great Britain received, it is believed, greater injury than from any other source. There is no corner of the world visited by shipping that is not familiar with the name of "*Baltimore clipper*," and the daring and skill with which they are navigated by men who have been brought up along the shores of our noble bay. Independently of the benefit done to the navy by the establishment of a "naval apprentice school" in our port, there would be much good effected in furnishing an honorable employment to hundreds of spirited lads who, for want of the opportunity, are lounging about the streets and contracting habits of laziness and dissipation. Many of these youths are of the best description for excellent seamen, and only want something to engage their attention and enlist their enthusiasm.

It may be said that the national ship now here is not large enough. Let the experiment be tried, and should it succeed—as it infallibly will—there is nothing more easy than to get a vessel of a larger class. In conclusion, we would ask, who was it that in the Tripolitan war, in company with Decatur and other kindred spirits, added lustre to the American name? TRIPPE, a Maryland sailor. Who were they that in the war with Great Britain were among the foremost in tearing the diadem of invincibility from Britannia's brow? JONES, RODGERS, BALLARD, GALLAGHER,

and other Maryland sailors. Who defended the marine battery at Fort McHenry, Fort Covington, and the six gun battery? STILES, WEBSTER, and other Maryland sailors. Who, in spite of the British blockading squadrons and cruisers, swept over the ocean, and crippled the British commerce every where? Maryland sailors. Who, then, should enjoy the advantages of education, and partake of the liberality of the Government in procuring nautical knowledge? We say the children of Maryland sailors.—*Balt. Amer.*

Correspondence of the New York Star.

NAPLES, July 16, 1839.—As so much has been said in the papers relative to the accommodations on board the Ohio 74, I felt it my duty as an American citizen, when at Marseilles, where she then was, to endeavor to find out how the new plan worked, and was sorry to find, on inquiring of the officers, that instead of there being any change in their opinion more favorable to this new system, as had been generally reported before my leaving home, that not only all the evils which were stated in their communication to the Hon. Secretary of the Navy have been apparent, but many others have also appeared. Their indignation was extreme on reading those paragraphs which appeared in the *Globe*, and other prints, as emanating from the Ohio, which have so grossly misrepresented their feelings and opinions, and which cannot be traced to their source, but are attributed to certain non-combatants, who merely exist in the smiles and caprices of those whom they serve, and have no feeling in common with the officers of the ship, or with those of the navy generally. A sense of duty constrains silence, since the Hon. Secretary through the misapprehension of those writers whose remarks are without the slightest foundation for truth, and only calculated to aggravate their condition, has again decided against their petition. Only judge for yourself—the thermometer standing at 90° in shade, and the heat in the hold so oppressive that I only regretted that the Secretary was not there and made to enjoy the comfort of such accommodations which he has allotted to the fine set of officers belonging to that ship. The atmospheric state of the orlop deck may be experienced by any visitor. The whole system is daily and hourly harshly commented upon by the officers of the English and French navies, who express great surprise, as the superiority of her size over ships of her class could so easily afford every comfort to the officers on board, if suitable and proper arrangements were made. Only imagine so large a number of officers as she has sleeping on the orlop deck, the thermometer standing at 90, and no light but candles, which owing to the foul state of the atmosphere, scarcely emit any; and they assured me that awakening in the morning they felt none of that freshness which is always attendant on a good night's rest.

It should be made an invariable rule, that, in no case, should an officer be allowed to take his wife or family in any of our public ships, as you must be aware that it does more or less interfere with the internal arrangement, and very often deters the commander from carrying sail, and in other words are in the way of the officers attending to their duties. The commodore is a great favorite on this station, and never have the officers of any ship of war received so much marked attention as those of the Ohio from the public authorities and royal family while lying at Lisbon. The officers were presented to the Queen, who seemed delighted with the ship, which was crowded with visitors all the time she was there. I will mention to you a little circumstance which occurred on the arrival of the Ohio, at that place, when on coming to anchor, and after firing a salute which was answered by the authorities of the port. A boat came alongside from the admiral of the English squadron, which consisted of three ships of the line and several smaller vessels, and invited the commodore on board his vessel. On going he was met at the gangway by an officer, and

ushered into the admiral's quarters without any of the usual formalities customary on such occasions, and without any salute being fired.

The commodore remained but a short time, but before leaving gave the admiral an invitation to visit him. So the next day they saw preparations making for him to leave ship, and he was received in the same way that he received the commodore. In the afternoon their consul came on board, expressing many regrets that any circumstance should have transpired to interrupt the good feeling which had so long existed, and endeavored to explain it away by saying that the admiral was not aware how many guns the commodore was entitled to, and begged the commodore would accept an invitation from the admiral to dine, which was accepted. So, thus ended the affair, neither saluting while in port.

The Ohio and Cyane arrived here on the 10th. All well. The Ohio is crowded with visitors. Gov. Troup, I understand, has succeeded in making a treaty of reciprocity, so that our vessels will be on the same footing as those of any other favored nation.

From the N. Y. Spirit of the Times.

THE ROYAL YACHT SQUADRON.—We have recently been put in possession of a copy of the transactions, the Sailing Regulations, and a List of the Members of the English "Royal Yacht Squadron." So gratifying is the incident to which we are ultimately indebted for these pamphlets, that we take pleasure in recording, and seizing the opportunity of making our readers more fully acquainted with the elegant amusement of Yachting, the character of its supporters, and the rules by which it is governed in England.

As a national amusement, yachting is confined to Great Britain, where it is peculiarly favored by the geographical position of the country, the maritime genius of the people, and the great wealth accumulated among comparatively few individuals. Every species of aquatic sports is there cherished with patriotic pride; but yachting is the amusement of the nobles and men of affluence. It is their most expensive, perhaps we should say most aristocratic, and certainly most national amusement. There are several clubs formed for the encouragement and regulation of the sport; but the Royal Yacht Squadron is pre-eminent for the rank of its members, and the class of vessels which they sail, and the immediate patronage of the throne. Appended to this is a list of a portion of the members of the club, acting as well as honorary. Last year one of the former, Lieut. Col. the Hon. R. Fulke Greville, being sent to this country as bearer of despatches to the Canadian authorities, came hither in his own yacht, *The Charlotte*. He was here hospitably entertained by Commo. Ridgely, of the navy, a man who does honor to the service of his country by his gallantry and generosity, and who is held by sportsmen in peculiar esteem for having now for several years most worthily presided over the New York Jockey Club. The following letter, addressed to the Commodore, manifests Col. Greville's sense of his obligation:

SIR: I inform you with much pleasure that at a meeting of the members of the Royal Yacht Squadron, you were proposed and elected an honorary member of the club; and in forwarding to you a copy of the transactions, and a list of the members, I beg of you to accept my best wishes.

If I should fail in procuring the button—worn by the members—I will forward a packet by the next ship, and I hope you will be enabled one of these days to come amongst us, and receive the welcome from your brother members that I received at your hands as a stranger.

The *Charlotte* proved so tainted with dry-rot that I condemned her, and have now on the stocks a brig of 427 tons, called "*Anonyma*." I have the honor, &c.

R. FULKE GREVILLE.

PORTSMOUTH, May 31, 1839.

The compliment thus paid to Commo. Ridgely, must be more sensibly felt by him from the circumstance that he is the first American in the list of honorary members, and, in fact, the first foreigner, with the single exception of his Royal Highness the Duke of Mecklenburg, who has thus been honored. As they become more familiar in England with our amateur sailors, the list will no doubt increase, though it will be long, we fear, before we can compete with them in the number of our pleasure ships.

From the Boston Centinel.

STEAM BOAT ACCIDENTS IN ENGLAND.—A report was recently made in Parliament, in relation to accidents and loss of lives in steam vessels. The committee were authorized to ascertain, *first*, the number and nature of accidents by steam; and *second*, the practical means of preventing them. Ninety-two accidents were ascertained and reported. We subjoin an abstract containing the brief particulars.

Vessels.	Ascertained No. of lives lost
40 Wrecked, foundered, or in imminent peril,	308
23 Explosions of boilers,	77
17 Fires from various causes,	2
12 Collisions,	66
—	—
92	453
Computed number of persons lost on board the Erin, Frolic, and Superb,	124
From watermen's and coroners' lists in the Thames, exclusive of the above, during the last three years,	40
From a list obtained in Scotland, exclusive of the above, being accidents in the Clyde during the last ten years,	21
—	—
	634

The greatest ascertained number of lives lost at any one time, occurred by the wreck of the *Rothsay Castle*, when 119 persons perished

The greatest number at any one time from collision, 62

The greatest number at any one time from explosion, 24

The greatest number at any one time from fire, 2

On closer examination, it appears that more than the half of them has occurred within the last two years; and that from the beginning of 1838 to the present time, a period of fifteen months only, no fewer than twenty-two accidents have happened. They consist of

11 wrecks, founderings, or imminent peril,	117 lives lost.
8 explosions,	2 do. many inj'd.
3 collisions,	15
1 fire,	3
—	—
23	117

In addition to the amount of human life sacrificed, 688 animals were thrown over, or scalded to death.

Several of the vessels were totally lost, four of which are traced to have had defective boilers or engines, and others had to undergo costly repair.

IMPOSSIBILITIES.—A characteristic trait of Colonel Wallace, a British officer in the East Indies, is collected by those who served in the army in the Decan. At the siege of Gawilghur, he had been charged with the execution of certain details necessary to the capture of that place. A heavy gun had been directed to be conveyed by night to an important point, and its transportation over the most rugged mountain so long baffled all endeavors, that the artillery officer,

in despair, reported the accomplishment of it to be impossible. "*Impossible sir!*" exclaimed Colonel Wallace, who had all his life maintained the most rigid adherence to obedience—"impossible! let us see." He then called for a light, pulled the instructions from his pocket, and having read them, said, "Oh, no, not impossible; the order is positive." The result evinced the efficacy of the order, and also afforded another proof that implicit obedience, when accompanied by devoted zeal, will in general overcome every difficulty.

NEWLY DISCOVERED POWER IN PROJECTILES.—An experiment was tried, early on Thursday week, with a newly invented projectile, intended expressly to meet and set at defiance the improvements suggested by the various French commissions, for their navy, and which have attracted a greater degree of public attention in England, from their avowed object being "to the advantage of the power which had the fewest great ships of the line, and the largest population; and, consequently, to the advantage of France over England." The recent report of M. Jouffry, evinces the same jealousy and the same object. A large and strong built boat was the subject of the experiment; the distance was left to choice, with the single proviso, that the object fired at should be in sight. The inventor, Captain Warner, launched with his own hand the destructive missile, which, reaching the boat at the water-line, exploded, fairly heaving her up, and scattering the planks into shivers. One plank alone of the whole retained a breadth of about three inches, and, perhaps, two feet in length; the rest, and the keel itself, as they fell into the water, after the lapse of some seconds, presented a mere mass of floating splinters to the eye, and portions of the wood were carried into the neighboring fields to a considerable distance. The whole destruction was effected by the agency of two and a half pounds of combustible matter, projected by an instrument of, perhaps, ten or a dozen pounds weight. There was no recoil whatever, nor any smoke or noise till the shell itself exploded against the vessel, and then the percussion of air was tremendous, as it threw down the nearest spectator, and was felt at a still greater distance like the discharge of an eighty pounder at least. At Kingston it created great commotion, as the explosion was attributed to the powder mills at Hounslow; and, since the fact has become known, the excitement has greatly increased. No vessel of the line, probably, could have resisted the shock, or escaped total destruction from even the small quantity of combustibles experimented with. The most singular circumstance, perhaps, is, that not the slightest discoloration was visible on any of the fragments. The power consequently is quite novel, and the secret jealously guarded.

*See Reports of two experiments made at Brest. From the Foreign Quarterly Review, No. XLVI., for July, pp. 443, 444.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

BRAZIL SQUADRON.—*Razee Independence*, Commodore Nicolson, arrived at Rio Janeiro, July 5, from the river La Plata.

PACIFIC SQUADRON.—Brig *Boxer*, Lieut. Com'dt. W. C. Nicholson, anchored in the Port of Mazatlan, on the 27th June, from a cruise along the western coast of America.

REVENUE CUTTERS.—*Gallatin*, Capt. Hunter, at New York, Aug. 27, from a cruise after the slave schooner.

MARINE CORPS.

CHANGES SINCE THE 1ST AUGUST, 1839.

Capt. A. N. Brevoort, detached from Head Quarters on the 20th Aug., on recruiting service at New York.

1st Lieut. Jno. G. Reynolds, on the 22d August, ordered to the Marine Barracks, Head Quarters, for duty.

1st Lieut. N. S. Waldron, on the 3d August, ordered to Portsmouth, N. H., to await further orders; having recently returned from a long tour of sea duty.

1st Lieut. A. H. Gillespie, on the 8th Aug., ordered to New York, and to await there for further orders; having recently returned from a long tour of sea duty.

2d Lieut. W. A. T. Maddox, on the 8th Aug., leave of absence extended for one month.

2d Lieut. W. B. Slack, on the 9th Aug., detached to the Marine Barracks, Philadelphia.

P. G. HOWLE,
Adjutant and Inspector.

HEAD QUARTER OF THE M. CORPS,
Adjutant and Inspector's Office,
Washington, Sept. 3, 1839.

A Court Martial has been ordered to convene at New York on the 9th of this month, for the trial of Lieut. Col. Charles R. Broom. The Court is composed of the following officers, viz:

Lieut. Col. Robert D. Wainwright.
Major and Bvt. Lieut. Cols. Samuel Miller, Samuel E. Watson, Wm. H. Freeman.
Captains John Harris, James Edelin, Abraham N. Brevoort.

Military Intelligence.

RECRUITING STATIONS, SEPT., 1839.

GENERAL SERVICE.

Lieut. J. L. Donaldson,	1st arty.,	Boston.
Lieut. R. D. A. Wade,	3d do	Hartford, Conn.
Capt. H. Bainbridge,	3d infy.,	} New York.
Lieut. R. H. Ross,	7th do	
Lieut. A. C. Myers,	4th do	Albany.
Lieut. R. Allen,	2d arty.,	Utica, N. Y.
Lieut. W. G. Freeman,	4th do	Syracuse, N. Y.
Major W. M. Graham,	4th infy.,	Philadelphia.
Capt. F. Lee,	7th do	Pittsburgh.
Lieut. W. Chapman,	5th do	Baltimore.
Capt. G. Andrews,	6th do	Newport, Ky.
Lieut. J. M. Scott,	1st do	Louisville.

REGIMENTAL SERVICE.

Second Dragoons.

Lieut. R. B. Lawton,	Boston.
Capt. L. J. Beall,	New York.
Capt. E. D. Bullock,	Albany.
Lieut. G. A. H. Blake,	Philadelphia.
Capt. E. S. Winder,	Baltimore.
Lieut. R. C. Asheton,	Fort McHenry.
Lieut. C. Ker,	New Orleans.

First Artillery.

Lieut. B. H. Hill,	Bangor, Me.
Capt. J. Dimick,	Portsmouth, N. H.
Lieut. W. E. Aisquith,	Jamaica, L. I.
Lieut. E. A. Capron,	Plattsburgh.

Second Artillery.

Capt. A. Lowd,	Rochester, N. Y.
Lieut. E. D. Townsend,	Buffalo.
Lieut. F. Woodbridge,	Detroit.

Fourth Artillery.

Capt. W. W. Morris,	Newark, N. J.
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Fifth Infantry.

Lieut. D. Ruggles,	St. Louis.
Lieut. J. H. Whipple,	Jefferson Barracks.

Eighth Infantry.

Capt. E. B. Birdsall,	Avon, N. Y.
Lieut. G. Lincoln,	Ithaca, N. Y.
Lieut. I. V. D. Reeve,	Cleveland, O.

Lieut. D. Ruggles, 5th infy., arrived at Fort Crawford, on the 14th Aug., with 25 recruits.

MARRIAGES.

In New York, on the 26th ult., Lieut. RIPLEY A. ARNOLD, of the 2d dragoons, U. S. A., to Miss CATHARINE BRYANT.

In Baltimore, on the 28th ult., WILLIAM ROSS POSTELL, of Georgia, and late of the U. S. navy, to MARIA MUNROE, daughter of the late Wm. B. BARNEY, of that city.

DEATHS.

At Fort Frank Brooke, M. F., suddenly, on the 22d August, Lieut. CHARLES JOHN HUGHES, of the 6th regiment, U. S. infantry, son of CHRISTOPHER HUGHES, Esq., Charge d'Affaires of the United States at Stockholm.

At Newark, N. J., on Saturday, 17th Aug., JESSE BALDWIN, formerly a merchant in New York, an officer in the Revolutionary war, and a soldier under the Great Captain of our salvation. He died triumphantly in the Christian faith, in the 82d year of his age.

At Fort Wayne, Arkansas, on the 21st July, Lieut. JAMES M. BOWMAN, of the 1st regiment dragoons, U. S. A.

At Fort Crawford, Wis. T., on the 11th Aug., Mrs. GWIN THLEAN GREEN, in the 49th year of her age, wife of Lt. Col. JOHN GREEN, U. S. A. The deceased, by her many amiable and Christian virtues, had endeared herself to a numerous circle of friends and acquaintances, who deeply lament her untimely loss.

Of a disease of the heart, on the 25th August, at Boston, where he was stationed on the recruiting service, Sergeant WILLIAM ROBINSON, aged 44, of the U. S. army, in which he had honorably served about twenty-two years. He will be recollected in the 2d infantry and 4th artillery, having filled in each corps, for several years, the appointment of Sergeant Major. His remains were interred with military honors by an escort of marines from the navy yard. He was a native of England.

In New Orleans, on the 19th Aug., Capt. SAMUEL MORRISON, for the last twenty years engaged in the towing trade. He fought for his country in the struggle for independence, and was confined in Dartmoor prison by the British. As was the custom of seamen in those days, he had stamped on his arms, "Success to the United States of America," with a full spread eagle, that he might not be impressed to fight against the Americans. Though rough in his manners he was kind in his heart.

REVOLUTIONARY SOLDIERS AND PATRIOTS.

At Ridgefield, (Conn.) on the 13th August, General JOSHUA KING, in the 81st year of his age. Gen. K. was a soldier of the Revolution, and entered the service of his country as a volunteer at the commencement of hostilities. He filled various active stations, in the line of the army, with great zeal and fidelity, and was subsequently attached to Sheldon's regiment of Light Dragoons, and continued therein an active officer, to the termination of the war. At the close of the war he engaged in mercantile pursuits, and settled at Ridgefield, where, for more than fifty years, he was an active and enterprising merchant. He possessed great energy and decision of character, combined with a strong and vigorous mind, and was often called by his fellow citizens to fill stations in civil and military life. He has been frequently a member of the Legislature of Connecticut, and was a member of the Convention that formed the present constitution of that State. In all the duties of life he was faithful and exemplary, and commanded the respect of all that knew him. To the members of his immediate family, to whom he was ever a kind and indulgent father, his memory will long be cherished in grateful remembrance.

COMPILATION OF REGISTERS, OF THE ARMY OF THE UNITED STATES;

1815 to 1837,—inclusive;
by WM. A. GORDON.

ORDERS for the above work addressed, post paid, to the Compiler, Washington City, will receive immediate attention.
Aug. 29—4t

JOHN M. DAVIES & JONES,

SUCCESSORS TO LUKE DAVIES & SON,

102 WILLIAM STREET, NEW YORK,

Manufacturers of the established CAPS for the Army and Navy.

ALSO,

Stocks, Shirts, Linen Collars, Suspenders, &c. &c. &c.
aug. 1—2m

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE, }
Washington, July 1, 1839. }

SEPARATE PROPOSALS, will be received at this office until the first day of October next, for the delivery of provisions in bulk for the use of the troops of the United States, upon inspection, as follows:

At New Orleans.

100 barrels of pork
200 barrels of fresh superfine flour
90 bushels of new white field beans
1,500 pounds of good hard soap
40 bushels of good clean dry salt
At the public landing, six miles from Fort Twson, mouth of the Chiemichi.

400 barrels of pork.
800 barrels of fresh superfine flour
360 bushels new white field beans
6,000 pounds of good hard soap
160 bushels of clean dry salt
The whole to be delivered in all the month of April, 1840, and to leave Natchitoches by 20th Feb. 1840.

At Fort Smith, Arkansas.

1,000 barrels of pork
2,000 barrels of fresh superfine flour
900 bushels of new white field beans
15,000 pounds of good hard soap
400 bushels of good clean dry salt
The whole to be delivered in all the month of May, 1840.

At St. Louis, Missouri.

500 barrels of pork
1,000 barrels of fresh superfine flour
450 bushels of new white field beans
7,500 pounds of good hard soap
200 bushels of good clean dry salt
At Fort Crawford, Prairie du Chien, Mississippi river.

200 barrels of pork
400 barrels of fresh superfine flour
180 bushels of new white field beans
3,000 pounds of good hard soap
2,000 pounds of good hard tallow candles
80 bushels of good clean dry salt
The whole to be delivered by the 1st of June, 1840.

At Fort Snelling St. Peters.

400 barrels of pork
800 barrels of fresh superfine flour
360 bushels of new white field beans
6,000 pounds of good hard soap
4,000 pounds of good hard tallow candles
160 bushels of good clean dry salt
The whole to be delivered by the 15th June, 1840.
At Fort Winnebago, on the Fox river, at the portage of Fox and Wisconsin rivers.

300 barrels of pork
600 barrels of fresh superfine flour
270 bushels of new white field beans
4,500 pounds of good hard soap
3,000 pounds of good hard tallow candles
120 bushels of good clean dry salt
The whole to be delivered by the 1st of June, 1840.

At Fort Howard, Green Bay.

200 barrels of pork
400 barrels of fresh superfine flour
180 bushels of new white field beans
3,000 pounds of good hard soap
2,000 pounds of good hard tallow candles
80 bushels of good clean dry salt
The whole to be delivered by the 1st of June 1840.

At Fort Brady, Sault de Ste Marie.

100 barrels of pork
200 barrels of fresh superfine flour
90 bushels of new white field beans
1,500 pounds of good hard soap
1,000 pounds of good hard tallow candles
40 bushels of good clean dry salt
The whole to be delivered by the 1st of June, 1840.

At New York.

400 barrels of pork
800 barrels of fresh superfine flour
360 bushels of new white field beans
6,000 pounds of good hard soap
4,000 pounds of good hard tallow candles
160 bushels of good clean dry salt

At Baltimore.

200 barrels of pork
400 barrels of fresh superfine flour
180 bushels of new white field beans
3,000 pounds of good hard soap
2,000 pounds of good hard tallow candles
80 bushels of good clean dry salt

NOTE.—All bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid. The periods and quantities of each delivery, at those posts where they are not specified, will be, one-fourth 1st June, 1st September, 1st December, 1840, and 1st March, 1841. The hogs of which the pork is packed to be fattened on corn, and each hog to weigh not less than two hundred pounds, and will consist of one hog to each barrel, excluding the feet, legs, ears, and snout.

Side pieces may be substituted for the hams. The pork is to be carefully packed with Turks island salt, and in pieces not exceeding ten pounds each. The pork to be contained in seasoned heart of white oak or white ash barrels, full hooped; the beans in water tight barrels, and the soap and candles in strong boxes, of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The candles to have cotton wicks.

The provisions for Prairie du Chien and St. Peters must pass St. Louis for their ultimate destination by the 15th April, 1840. A failure in this particular will be considered a breach of contract, and the Department will be authorized to purchase to supply these posts.

The provisions will be inspected at the time and place of delivery, and all expenses to be paid by contractors until they are deposited at such store houses as may be designated by the agent of the Department. The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract, and also of increasing or reducing the quantities of each delivery one-third, subsequent to the contract, on giving sixty days' previous notice. Bidders not heretofore contractors are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the district attorney, or by some person well known to the Government; otherwise their proposals will not be acted on. Advances cannot be made in any case; and evidence of inspection and full delivery will be required at this office before payment can be made, which will be by Treasury warrants on banks nearest the points of delivery, or nearest the places of purchasing the supplies, or nearest the residence of the contractors, at their option. No drafts can be paid under any circumstances. Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing Army Subsistence."

GEO. GIBSON, C. G. S.

July 4—tSept.20

CARD.

TO THE OFFICERS OF THE U. S. ARMY AND NAVY.—The subscriber would respectfully inform the gentlemen, officers of the United States Army and Navy, that he has taken much pains to acquire a thorough, correct, and practical knowledge in manufacturing military HATS and CAPS, both for the Army and Navy, and is much gratified with the very liberal patronage thus far extended to him, and by his attention hopes to merit a continuance of the same.

He would now inform them that he has received the new patterns of May, 1839, and is prepared to furnish, in the best style, Military Cocket Hats, Chapeaus, Undress, Fatigue and Forage Caps, all of which he will insure to be in strict accordance with the regulations of the Army and Navy. He has also made arrangements with one of the first houses in London, and is prepared to receive orders and import Epaulettes, Sword Knots, gold and embroidered Lace, bullion Loops, Tassels, etc., at short notice.

CHS. F. RAYMOND,

July 4—3m

No. 101, Chestnut st., Philadelphia.

"MILITARY CONTROL, OR COMMAND AND GOVERNMENT OF THE ARMY: By an Officer of the Line."—A pamphlet of about 80 pages, bearing the above title has been published at this office, where a few copies are on sale. It is an argument to prove the necessity of separating the Staff from the Line of the Army, and divesting the former of all military rank—making it, in short, a civil office entirely.

Price, by the single copy, 50 cents—or \$5 per dozen.

The above pamphlets may be had of the following persons:

Weeks, Jordan & Co.,	Boston.
John A. Kyle,	New York.
C. Berard, P. M.,	West Point.
Carey & Hart,	Philadelphia.
F. Lucas,	Baltimore.
F. Taylor,	Washington.
Bell & Entwisle,	Alexandria.
C. Hall,	Norfolk.
J. W. Randolph,	Richmond.

Officers at a distance, who wish only a single copy, or a small number, and cannot find a sam convenient to remit, may pay to any Paymaster of the army within their reach, who will receive the money.

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully beg leave to state to the officers of the above corps, that he has received from Washington City a copy of the new regulations, together with the drawing of the Topographical uniforms; and all orders for the same will be punctually attended to, and forwarded with despatch.

N. B. Embroidered Engineer belts, and all Military equipments furnished as usual, at 163 Pearl street, New York City.

July 13—1f